Amendments to the Specification

Please replace the paragraph beginning on page 7, line 6, with the following rewritten paragraph:

The above and other objects, features and advantages of the present invention will become more apparent from the following description taken in connection with the accompanying drawings, in which:

Fig. 1 is a schematic perspective view showing the bone structure of the sub-floor of a helicopter to which the impact resistant structure of an embodiment of the present invention is applied;

Fig. 2 is an enlarged perspective view of the section A shown in Fig. 1;

Fig. 3 is an enlarged perspective view of the section B shown in Fig. 1;

Fig. 4 is a perspective view showing an example of the gate-shape structure formed on the frame-floor beam structure of the impact resistant structure of the embodiment of the present invention;

Fig. 5 is a perspective view showing one of the energy absorbers of the embodiment of the present invention;

Fig. 6 is a perspective view showing a partially modified example of the energy absorber shown in Fig. 5;

Fig. 7 is a perspective view showing another example of the energy absorbers of the embodiment of the present invention;

Fig. 8 is a drawing showing other examples of the sectional shapes of the hollow tubes of fiber reinforced composite material of the energy absorbers of the embodiment of the present invention;

Fig. 9 is a drawing showing examples of bundling arrangement of the hollow tubes of fiber reinforced composite material each having an octagonal section;

Fig. 10 is a drawing showing various examples of the energy absorbers of the embodiment of the present invention, in which a foaming material is inserted into hollow tubes of fiber reinforced composite material having the same circular section, square section, and octagonal section which are bundled and arranged by an outer layer made of fiber reinforced composite material;

Fig. 11 is a drawing showing the configuration of energy absorbers of the conventional example and the configuration of energy absorbers of Embodiments 1 and 2 for which the load-displacement characteristic test for measuring the initial load peak is to be carried out;

Fig. 12 is a graph showing the results of the load-displacement characteristic test of the energy absorbers of the conventional example and Embodiments 1 and 2 shown in Fig. 11;

Fig. 13 is a perspective view showing an energy absorber of the embodiment and energy absorbers of conventional Examples 1 and 2 for which the impact energy absorption property is to be measured;

Fig. 14 is a graph showing the measured results of the energy absorption property of the energy absorber of the embodiment and energy absorbers of Conventional Examples 1 and 2 shown in Fig. 13;

Fig. 15 is a graph showing the existence of the effective stroke by the load-displacement characteristic test of the energy absorbers of the conventional example and the energy absorbers of Embodiments 1 and 2;

Fig. 16 is a drawing for explaining the basic principle of the impact resistant structure of a helicopter, (a) is a schematic vertical sectional side view of the helicopter on the nose side, (b) is a schematic side view on the nose side at the time of crash situation, and (c) is a schematic vertical sectional view of the fuselage;

Fig. 17 is a drawing showing the general crush environment of a helicopter;

Fig. 18 is a drawing showing the state that the under-floor crush load on the general ground surface is concentrated on the outer wall;

Fig. 19 is a perspective view showing the crushing state of the floor member of a conventional helicopter;

~~Fig. 20 is a~~ Figs. 20(a) and 20(b) are ~~drawing~~ drawings showing the preferable and stable sequential destruction mode for impact energy absorption intrinsic to tubes of composite material; and

Fig. 21 is a drawing showing the general load-displacement characteristics of tubes of composite material at the time of crushing in the axial direction.